

that Members of Congress and their staffs fully understood the Navy's shore infrastructure requirements. In this capacity, Rear Admiral Smith was second to none.

Previously, he served as the Director, Facilities and Engineering Division for the Chief of Naval Operations where he had a hand in shaping the Navy's readiness ashore, as well as numerous quality-of-life initiatives to improve the lives of Sailors and Marines. A true shore facilities expert, his previous public works assignments included Assistant Public Works Officer, Naval Air Station, Brunswick, Maine; Public Works Officer, Naval Air Station, Keflavik, Iceland; and Commanding Officer, Public Works Center, San Diego, California.

As an acquisition professional, he has had numerous contracting assignments, including Officer-in-Charge of Construction, Mid Pacific, Pearl Harbor, Hawaii and Head of Acquisition and Vice Commander of Western Division, San Bruno, California. He embarked on his brilliant naval career as the Officer in Charge of Seabee Team 5301, making three deployments to Vietnam and earning the Bronze Star and Combat Action Ribbon.

The Navy will best remember Rear Admiral Smith for his mastery of the Navy's financial system and his prowess in effectively navigating the political waters within the Beltway. His eight tours in the Nation's Capital began with duty in the office of the Chief of Naval Operations as Facilities Engineer, Security Assistance Division (OP-63). After an exchange tour on the Strategic Air Command staff, he then served as the Director of the Chief of Naval Operations' Shore Activities Planning and Programming Division (OP-44), followed by a tour in the Office of the Comptroller of the Navy. Later, he served in the offices of the NAVFAC Comptroller and the Director of Programs and Comptroller, NAVFAC. After his Command tour in San Diego, he returned to NAVFAC Headquarters as Vice Commander and Deputy Chief of Civil Engineers. Rear Admiral Smith's knowledge of the Fleet, coupled with his unparalleled planning and financial acumen, was absolutely vital to successfully charting the Navy's course through both the 1980s build-up and the post-Cold War draw-down.

Rear Admiral Smith is a native of Milwaukee, Wisconsin, and a graduate of Marquette University where he received his Bachelor of Science in Civil Engineering. He later attended Purdue University where he earned his Master of Science in Civil Engineering. Married to the former Susan Clare Kaufmann of Milwaukee, he and Susan have two sons, Brian and Michael.

My home State of Mississippi has benefitted greatly from the contributions of Rear Admiral Smith's visionary leadership, consummate professionalism, uncommon dedication, and enduring personality. For the State of Mississippi, he was there to assist in

the disaster recovery from Hurricane George; he was there to provide outstanding facilities support for U.S. Navy bases in Mississippi; and he was there to assist my staff in providing the highest levels of facilities support for our Navy. On January 1, 2001, he will enter retirement and the Navy will wish him fair winds and following seas. On behalf of the Congress, I congratulate Rear Admiral Louis Martin Smith on the completion of an outstanding and successful career with very best wishes for even greater successes in the future.

ANGELS IN ADOPTION AWARD

Mr. ROCKEFELLER. Mr. President, as a member of the Congressional Coalition on Adoption, I would like to commend Senators MARY LANDRIEU and LARRY CRAIG for their leadership in creating the Angels in Adoption program. I am happy to join in this initiative to honor the special families that open their hearts and homes when they adopt a child. This year I want to recognize a special family from Falling Waters, West Virginia as our very own angels in adoption. The Merryman family has been nominated for the Angels in Adoption Award by Steve Wiseman, Executive Director of West Virginia Developmental Disability Council, for being outstanding examples of adoptive parents.

Scott and Faith Merryman have been happily married for 32 years and live in Berkeley County, West Virginia. They both work in the disability field, Scott as a supervisory mentor at the Autism Center and Faith at the West Virginia Parent Training Information Center, a resource center for parents of children with special needs.

They have 6 children, 8 grandchildren, and one great-grandchild. Two of their children, Richard and Hope, are adopted and they are in the process of adopting another foster child, Charity Megan.

Richard, who has cerebral palsy, is 26 years old, and now lives in his own apartment. Richard is a member of the West Virginia Team of the President's Committee on Mental Retardation and attended the International Academy in 1999. He is also a member of the West Virginia Developmental Disabilities Council and a self-directed activist on accessibility and other disability issues.

Hope was adopted at 13 days old because her birth parents were unable to take care of her. She is now 19 years old and enjoys working as an Assistant Manager in a local restaurant as well as spending time with her family.

Charity Megan came to the Merryman family when she was 14 months old from an institution. She is now 17 years old, and has severe disabilities including facial deformities, stunted growth, mental retardation, and a seizure disorder.

Despite the long hours of care and trips to the doctor, Scott and Faith say

that they have learned a lot about the kind of things money can't buy—like love and laughter.

I am proud to honor the Merrymans for the love that they show their family, and to the commitment they share in promoting adoption. In my own state of West Virginia, we have had a 51 percent increase in the number of adoptions since 1995 because of caring families like the Merrymans.

We as a Nation need to continue to offer our support to these special families. As a member of Congress I will continue to introduce legislation that will build on the foundation of the 1997 Adoption and Safe Families Act to ensure our children a safe and stable home.

VICTIMS OF GUN VIOLENCE

Mr. BYRD. Mr. President, it has been more than a year since the Columbine tragedy, but still this Congress refuses to act on sensible gun legislation.

Since Columbine, thousands of Americans have been killed by gunfire. Until we act, Democrats in the Senate will read the names of some of those who have lost their lives to gun violence in the past year, and we will continue to do so every day that the Senate is in session.

In the name of those who died, we will continue this fight. Following are the names of some of the people who were killed by gunfire one year ago today.

October 2, 1999:

Dian Bailey, 29, Detroit, MI;
Charles L. Coron, 52, New Orleans, LA;
Joanel Facouloute, 46, Miami-Dade County, FL;
Filiberto Gamez, 21, Chicago, IL;
Lucretia Henderson, 13, Kansas City, MO;
Kenneth Holland, 39, Louisville, KY;
Leroy L. Lee, 31, Chicago, IL;
George Morris, 24, Washington, DC;
Hugo Najero, 15, San Antonio, TX;
Majid Radee, 30, Detroit, MI;
Edison Robinson, 25, Detroit, MI;
Harold Swan, 37, Louisville, KY;
Richard Thomas, 30, Philadelphia, PA;

Ruben Trevino, Jr., 46, Houston, TX;
Unidentified male, 17, Portland, OR.

One of the victims of gun violence I mentioned, 13-year-old Lucretia Henderson of Kansas City, Missouri, was shot and killed while riding in a car with her cousin and two friends. Lucretia was killed when her two friends in the backseat began playing with a handgun.

Following are the names of some of the people who were killed by gunfire one year ago on Friday, Saturday and Sunday.

September 29, 1999:

Jeffrey Dowell, 38, Philadelphia, PA;
Jose Escalante, 19, Philadelphia, PA;
Louis Grant, 17, Baltimore, MD;
James Heyden, 23, Detroit, MI;
Jose Martinez, 16, Houston, TX;
Tracey Massey, 25, Charlotte, NC;

Ismael Mena, 45, Denver, CO;
 Antoine Moffett, 19, Chicago, IL;
 Michael Rivera, 24, Philadelphia, PA;
 Alexander Williams, 30, St. Louis, MO;

Christopher Worsley, 46, Atlanta, GA.
 September 30, 1999:

William C. Benton, 46, Memphis, TN;
 Ziyad Brown, 22, Baltimore, MD;
 Carl D. Budenski, 84, New Orleans, LA;

John Cowling, 27, Detroit, MI;
 Jason Curtis, 17, San Antonio, TX;
 Ellen Davis, 74, Houston, TX;
 Benacio Ortiz, 31, Chicago, IL;
 Rovell Young, 35, Detroit, MI.
 October 1, 1999:

Giles E. Anderson, 35, Hollywood, FL;
 Terry Tyrone Dooley, 40, New Orleans, LA;

Vernon Hill, 62, Denver, CO;
 Leroy Kranford, 67, Detroit, MI;
 Michael Pendergraft, 43, Oklahoma City, OK;

Michael Preddy, 32, Minneapolis, MN;
 Carmen Silayan, Daly City, CA;
 James Stokes, 27, Washington, DC;
 Joanne Suttons, 35, Detroit, MI.

We cannot sit back and allow such senseless gun violence to continue. The deaths of these people are a reminder to all of us that we need to enact sensible gun legislation.

THE JAMES MADISON COMMEMORATION COMMISSION ACT

Mr. WARNER. Mr. President, it is unfortunate that James Madison's legacy is sometimes overshadowed by other prominent Virginians who were also founding fathers of the United States. Most Americans can readily recite the accomplishments of George Washington and Thomas Jefferson. And while most people can identify James Madison as an important figure in American history, his exact accomplishments are sometimes less well known than some of his contemporaries. As we approach the 250th anniversary of James Madison's birth, I wish to bring to your attention the outstanding contributions he made to the fledgling United States.

During the course of his life, James Madison exhibited all the best qualities of a politician and a scholar. As a politician, he served as a member of the Virginia House of Delegates, a member of the U.S. House of Representatives, U.S. Secretary of State, and two-term President of the United States. As a scholar, he is associated with three of the most important documents in American history: the U.S. Constitution, the Federalist Papers, and the Bill of Rights. In Virginia, we have paid tribute to James Madison by naming one of our fine state universities after him—James Madison University in Harrisonburg, Virginia.

More than any other American, Madison can be credited with creating the system of Federalism that has served the United States so well to this day. Madison's indelible imprint can be seen in the delicate balance struck in

the Constitution between the executive and legislative branches and between the states and the Federal government. In addition to his contributions to the Constitution and the structure of American government, Madison kept the most accurate record of the Constitutional Convention in Philadelphia of any of the participants. Madison's notes from the Convention are a gift for which historians and students of government will forever owe a debt of gratitude.

After the Constitutional Convention, Madison worked toward ratification of the Constitution in two of the states most crucial for the new government: Virginia and New York. He narrowly secured Virginia's ratification of the Constitution over the objections of such prominent Virginians as George Mason and Patrick Henry. He assisted in the New York ratification effort through his contributions to the Federalist Papers.

The Federalist Papers, written by James Madison, Alexander Hamilton, and John Jay are used to this day to interpret the Constitution and explain American political philosophy. Federalist Number 10, written by Madison, is the most quoted of all the Federalist Papers.

As a member of the U.S. House of Representatives, Madison became the primary author of the first twelve proposed amendments to the Constitution. Ten of these were adopted and became known as the Bill of Rights.

James Madison presided over the Louisiana Purchase as Secretary of State under President Jefferson and prosecuted the War of 1812 as President. He was a named party in *Marbury vs. Madison*, the famous court case in which the Supreme Court defined its role as arbiter of the Constitution by asserting it had the authority to declare acts of Congress unconstitutional.

James Madison was born March 16, 1751, in Orange County, Virginia. Accordingly, I urge your support of the James Madison Commemoration Commission Act, legislation that will recognize the life and accomplishments of James Madison on the 250th anniversary of his birth.

PROPOSED MERGER OF UNITED AIRLINES AND US AIRWAYS

Mr. McCAIN. Mr. President, the Commerce Committee recently approved S. Res. 344, which expresses the Sense of the Senate that a merger of United Airlines and US Airways would hurt consumers' interests. A.G. Newmyer, managing director of U.S. Fiduciary Advisors, similarly addressed the public interest perspective in a guest editorial printed in *The Washington Post*. I ask unanimous consent that the piece be reprinted in the RECORD in its entirety.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Washington Post, Aug. 20, 2000]

UNITED WE STAND, IN LINE

(By A.G. Newmyer)

Chicago was created, as the old joke goes, for New Yorkers who like the crime and traffic but wanted colder winters. And now, it seems, Chicago—like other United Airlines hubs—was created for travelers willing to spend their summer vacations waiting in lines at the airport. If United's proposed takeover of US airways goes through, Washington may have been created for Chicagoans who wanted to spend their days in lines at a smaller airport.

Given the size of US Airway's operations in our region (particularly its share of traffic at Reagan National Airport), as well as United's proposed rule in operations of the new DC Air frequent fliers worry that the Clinton administration and Congress might actually permit United's expansion.

United we stand, in line. Divided, we fly . . . at least, some of us.

Federal Aviation Administrator Jane Garvery recently pointed to myriad factors in explaining this summer's air travel debacle: a system operating at peak capacity in a booming economy, weather, labor, issues and so on. United's senior management, at least until its recent apologies seemed happy to point the finger anywhere but in the mirror.

Many of the excuses don't stand up to scrutiny. News reports, for example, have noted that United is quicker than other airlines to blame weather for cancellations. Seldom is it mentioned that a carrier's obligation to pay for hotel rooms and otherwise take care of passengers vanishes when nature is the culprit. Similarly, even if pilots are unwilling to fly their customary schedules, customer service agents at the counters and on the phones could be augmented to take care of the obvious resultant crush. Waiting times make a mockery of such customer-friendly tactics, particularly for passengers finding our exactly how inconvenient the convenience of ticket-less travel is.

Common sense would suggest that United management has a very full plate trying to fly its current fleet. Only the luckiest occasional traveler on United could conclude that the airline has been operating in the public interest this year. Interestingly, the federal government's review of the proposed merger may pay scant attention to common sense.

The government's review focuses largely on antitrust and competitive considerations, not on the broader public interest. Although the Department of Transportation has a role to play, responsibility for the willingness to treat customers like human beings may get short shrift in a review process that is both legal and laughable.

In the long term, business courses are likely to include discussion of how United's management ruined a world-class, respected brand, Labor's ownership role and board seats at United may cause other companies to wonder about the efficacy of such arrangements.

In the short term, the United mess deserves a more thorough governmental review before its management expands its chokehold on passengers to include US Airways and DC Air. Although time is short in this election year, Congress would find vast voter sympathy in reviewing whether applicable merger statutes are appropriate. And before President Clinton finds himself joining the rest of us on commercial flights, he should direct his administration to just say no to a broader role for United in today's unfriendly skies.